

Claims

1. A hull for conveyance across a fluid compromising: *(original)*
 - a) a central hull with a single buoyant deep vee bow section *(currently amended)*
 - b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, providing lift to the hull. *(original)*
2. The hull of claim 1 wherein said central hull has a deep vee bow section providing a means for reducing motions in a seaway. *(original)*
3. The hull in claim 1 wherein said deep vee bow is adjusted in depth and width as a means for providing longitudinal stability to the hull. *(original)*
4. A hull for conveyance across a fluid compromising: *(original)*
 - a) a central hull with a single buoyant deep vee bow section *(currently amended)*
 - b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water providing lift to the hull *(original)*
 - c) said outboard chines provide buoyancy to the hull. *(original)*
5. The hull of claim 4 wherein said outboard chines originate above the waterline in the bow of said central hull ultimately extending below the waterline as the chines transition aft. *(original)*
6. The hull of claim 4 wherein said outboard chines become significantly wider as they transition aft. *(original)*

7. The hull of claim 4 wherein the open space between said outboard chines becomes narrower, remains constant, or increases as the chines transition aft creating a means of funneling air and water. *(currently amended)*
8. The hull of claim 4 wherein the width and depth of said outboard chines are adjusted as a means to provide a smoother ride in a seaway. *(original)*
9. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust transverse stability of the hull. *(original)*
10. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust longitudinal stability of the hull. *(original)*
11. The hull in claim 4 wherein the width said outboard chines remain constant and or parallel. *(Currently amended)*
12. A hull for conveyance across a fluid compromising: *(previously added)*
13. a central hull with a buoyant forward section *(previously added)*
 - a) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull *(previously added)*
 - b) said outboard chines provide buoyancy to the hull *(previously added)*
 - c) said outboard chines are designed as a means to house water jets or other propulsion drives. *(previously added)*
 - d) The hull in claim 12 wherein said outboard chines are designed as a means to produce stern wake canceling effects. *(previously added)*

14. A hull for conveyance across a fluid compromising: *(original)*
- a) a central hull with a single buoyant deep vee bow section *(currently amended)*
 - b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull *(original)*
 - c) said outboard chines provide buoyancy to the hull *(original)*
 - d) said central hull provides a means of generating lift while moving across a fluid. *(original)*
15. The hull of claim 14 wherein said central hull has a deep vee forward section which becomes notably shallower and transitions into a flat or concave section as it extends aft to the transom of the hull. *(original)*
16. The hull in claim 14 wherein the aft portion of said central hull is designed as a means to produce a wing in ground effect. *(original)*
17. The hull of claim 14 wherein the means of producing wing in ground effect is enhanced or produced by adding a step in said deep vee bow. *(original)*